

Comments by Beaumaris Conservation Society Inc. appear as annotations in RED type on Pages 3, 7, 10, 11, 12, 18 and 20.

DRAFT

Report on collaborative process to develop a footpath connectivity policy for Bayside City Council



'Results through Collaboration'

30th July 2015

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Introduction

Bayside City Council decided to engage a consultant to collaborate with the community to help develop standards and priority assessment criteria for the construction of new footpaths within the road reserve. This collaboration involved designing the process, facilitating meetings of the collaborative working group, and reporting outcomes from the process.

Max Hardy Consulting was appointed for this purpose, in March 2015. This report will describe the background to this process, what transpired, as well as include the collective advice provided to council.

Background to this collaborative process

Council's Integrated Transport Strategy prioritises walking as a preferred mode of transport for short trips within the municipality, yet there are a number of streets in Bayside where no footpath exists, thus limiting opportunities to facilitate walking trips. Council's Walking Strategy contains an action to address important missing links in the footpath network in a consistent and sustainable manner, where they will provide the most benefit to the community to enable safe and equal access opportunities for all members of the community. **Humans have walked for millennia without paved footpaths. Nearly all still can, and many find such walking more enjoyable than walking on paved surfaces, yet there is constant pressure to remove such opportunities in urban areas.**

Council constructs footpaths (i.e. concrete or asphalt) within road reserves to satisfy minimum requirements/standards of the Disability Discrimination Act (where reasonable) to facilitate safe pedestrian movement. However, whilst standard specification drawings for the construction of formal footpaths are provided on Council's website, no specific policy exists to determine where new footpaths should be provided.

For many years, the decision on where to place new footpaths has been a combination of resident requests and Council's observations of footpath traffic. While the community may have been satisfied with this approach to date, more recently some community members and stakeholder groups have opposed the construction of some footpaths citing reasons such as visual amenity and conservation. Attempts to survey the community have only proved to highlight opposition and differences over where footpaths should be built and how they should be built (e.g. materials). Therefore Council sought a process that could be considered as more representative and more deliberative, so as to provide Council with more confidence as to how they should best serve the community.

Methodology

A number of options were considered with regard to this collaborative process. Three general approaches were considered, being:

- Using random selection exclusively to form a microcosm of the broader community to deliberate on Council's dilemma (similar to a citizens' jury);
- Using a self-nominated/selection process to ensure that those with strongly held

views participated in the process; or

- A blended approach, with the majority recruited via random selection and a proportion of those with known interests in the matter also participating.

These options were presented to Council at a Councillor Briefing meeting in May 2015, and broad support was given for blended approach, to ensure those with an interest in the issue could be involved, as well as a more diverse mix of residents than conventional self-selection processes.

In conjunction with the collaborative process, Council provided an online platform to provide an opportunity to any resident or group to provide input on the key questions posed.

Recruitment process

A market research company was engaged by Council to recruit 12 randomly selected community members based on the demographic profile of the Bayside area. As part of this process, the market research company undertook random telephone screening surveys to select 12 participants who would provide a balanced representation on the subject matter. The 12 randomly selected participants consisted of:

- 1 x Young adult aged up to early 40s - either living alone, in a couple only household or group household;
- 2 x "Middle age" adults aged 45-64 - either living alone, in a couple only household;
- 3 x Older adults aged 65+ - either living alone, in a couple only household;
- 3 x Adults who are parents of children mostly aged 15 years and over - secondary school kids or tertiary students; and
- 3 x Adults who are parents of children mostly aged 0-14 years.

A further 8 targeted stakeholders likely to be interested in the subject matter were also invited to participate and included:

- 2 x representatives from the Beaumaris Conservation Society;
- 1 x representative from Victoria Walks (pedestrian advocacy group). Victoria Walks were unable to take part in the CWG due to staffing issues;
- 2 x representatives from the Bayside Healthy Aging Residents Group. Only one representative was able to participate in the CWG;
- 1 x participant to represent disability issues;
- 1 x representative from the Bayside Climate Change Action Group; and
- 1 x Bayside parent with young children who had reported issues to Council associated with a lack of footpaths.

The Collaborative Working Group (CWG) met on four consecutive Thursday evenings from 18 June 2015, concluding their work on 9 July 2015.

Contributions from online dialogue - Have Your Say

Council used their online dialogue platform, 'Have Your Say' to invite comment from the broader community. The invitation was written as follows:

"Recently some residents have raised concerns with new footpaths detracting from the character of local streets.

We need to balance these concerns with those of people who need footpaths to get around.

Where are footpaths needed and how should we make decisions about when new footpaths should be built?

Your input will help us guide our decisions about when and why we will build new footpaths."

Three questions were posed in relation to the issue on Council's 'Have Your Say' webpage. The questions, comments received, number of views and a selection of indicative comments are outlined below.

What streets should be considered for new footpaths and why?

39 responses and 273 views.

Most comments indicated strong support of the need for footpaths for safety purposes, and ease of access.

"Being new to the area, I have been surprised by the absence of some footpaths - including our street (Jillian Avenue, Highett). While of course important for all residents, I have observed there are many young families in the area - including children on their bikes and scooters, and also parents with prams who are forced to use the road in absence of a footpath."

"Surely a no-brainer. Aesthetics a priority over the safety of the young, disabled, infirm and elderly? Seems some have let their sense of outrage over-ride the common-sense of community."

One respondent put forward a view which varied from the vast majority, stating that "... gravel or grass are much nicer to walk on than concrete or asphalt."

What criteria should be used to prioritise streets for new footpaths?

20 responses and 107 views.

Again the majority who responded talked of the importance of safety and access.

"Surely common sense prevails in this type of discussion. The council has a duty to maintain footpaths, so that the user can safely move along them. And provide access for all types of users."

An alternative point of view was expressed, though this was the exception rather than the rule.

"I don't live in the areas that don't have footpaths (so no vested interest), but I do understand their reasons for not wanting footpaths. Safety is a relative concept; to the residents in these streets, they are probably happy that they are safe enough - not everything needs to be paved to be safe."

What should we take into account when designing new footpaths?

14 responses and 116 views.

For this question respondents mostly pointed out the importance of functionality (safe, firm surfaces for all users), although some made reference to aesthetics.

"Footpaths primarily should be safe and easy to use for all residents (including those with restricted mobility) this should not be compromised in the name of 'keeping in character of the suburb'. There are many areas where it is very easy to trip over uneven surfaces - making them unsafe. In addition they leave an impression of shabbiness and neglect. We need only to look at our surrounding suburbs which have a neat and easy to navigate footpath network."

"If a footpath is agreed on then it needs to be broadly functional in the most inclusive way. But, I agree that in some places footpaths shouldn't be made because environmental, aesthetic and historical factors should be priorities."

"In a highly pedestrianised area or an area that is seeing a lot of development, the width of the path should reflect the volume of use. Paths that are shared by cyclists and pedestrians need to be wide."

"The council has a tendency to buy things and then not look after them which is a massive waste of money and if you take a walk through Bayside you will see what I mean. If you are willing to do this (and it would be a first) take into account nature and gravel in my opinion is better, cheaper, more sustainable and nicer to walk on. Bayside is on the beach, keep the beachy feel please."

Output from the four Collaborative Working Group Meetings

Four Collaborative Working Group (CWG) meetings were held, culminating in clear advice being provided to council about how to prioritise locations for new footpaths to be constructed, and what factors to take into account when considering environmental impacts and concerns about aesthetic impacts.

Meeting one

The focus of the first meeting was to help all members of the CWG to get to know each other, understand their purpose and to start mapping stakeholders and their relevant interests.

The table below summarises the work of the CWG with regard to stakeholder mapping.

Stakeholder	Interest
No footpaths supporters	<ul style="list-style-type: none"> • Appearance – especially southern part of municipality • Less hard surfaces • Less noise • Less pollution – ‘we need our trees’ • Privacy • Visually ugly, boring at best - once it is paved. • Loss of vegetation • Heat pollution • Less interest in walking and running • Loss of ability to absorb water • Less vegetation means less capacity to absorb air pollution
Dog walkers	<ul style="list-style-type: none"> • Easier surface to walk on , but less interesting for the dogs. • Footpaths preferable when it’s raining • Age related – paths better for older people
Property owners/residents	<ul style="list-style-type: none"> • Easier access to people with prams, mobility aids and bikes • Footpaths look neater and more orderly and DULL • Safer – clearer division between street and path.
Business owners	<ul style="list-style-type: none"> • Easier access to their premises
Council	<ul style="list-style-type: none"> • Keeping everyone happy That will require a variety of approaches. • Meeting community needs • Maintaining standards
Residents making short journeys	<ul style="list-style-type: none"> • Direct, efficient, all weather journeys. • Less reliance on private cars or other forms motorised transport – good for environment.
People with mobility aides; wheelchairs, scooters, walking sticks, walking frames	<ul style="list-style-type: none"> • Need level path without contours. Sticks/frames can get caught in grass. • Higher risk of falls. • Safe stable surfaces. • Making it easier to get around helps overcome social isolation
Joggers/walkers	<ul style="list-style-type: none"> • Safer surface – non-slip.

Healthy, fit, normal people

- **Natural surfaces are better for people's mental and physical health**

Stakeholder	Interest
Skateboarders and scooter users	<ul style="list-style-type: none"> • Smooth and safe surfaces to avoid roads.
Children riding bikes (under 12s)	<ul style="list-style-type: none"> • Able to ride safely to school.
Pram users	<ul style="list-style-type: none"> • Flat surfaces and ramps
Older people	<ul style="list-style-type: none"> • Stability and safety
Children and young people	<ul style="list-style-type: none"> • Make it easy for them to walk and be healthier.

Some comments made during the first meeting from members of the CWG included:

‘Surely Council has to ensure that anyone can get around on footpaths, including people with mobility constraints.’

‘The southern part of the municipality is valued for its green environment. We don’t want to spoil that with concrete.’

‘We don’t want trees removed for footpaths – this is no good for the environment.’

‘It feels softer under foot not to have concrete footpaths. That encourages people to walk more – not less.’

‘It is good for the environment to have footpaths as they mean people use cars less for short journeys.’

It’s basically discrimination for some people to be able to get around, and get where they need to go, and for others not to be able to do so.’

Meeting two

At the second meeting the CWG worked toward co-defining the dilemma, which is consistent with the collaborative governance methodology. Four smaller groups developed ways to co-define council’s dilemma. After voting for their favourite co-defined dilemma, and suggested some minor improvements, the group confirmed the following statement as the dilemma they were willing to assist council with.

*How to *prioritise the construction of footpaths to improve the accessibility, connectivity, health and safety for all residents (inclusive of age, mobility or any impairments) while considering:*

- *the needs of the community into the future*
- *environmental impacts including natural habitats, and*
- *aesthetic impacts.*

** This includes the option not to construct footpaths in some locations.*

Meeting three

At the beginning of the third meeting of the CWG, Max Hardy and co-facilitator Kylie Long presented a matrix – a framework for considering footpath construction priorities for council, having been informed of input from the previous meetings of the CWG.

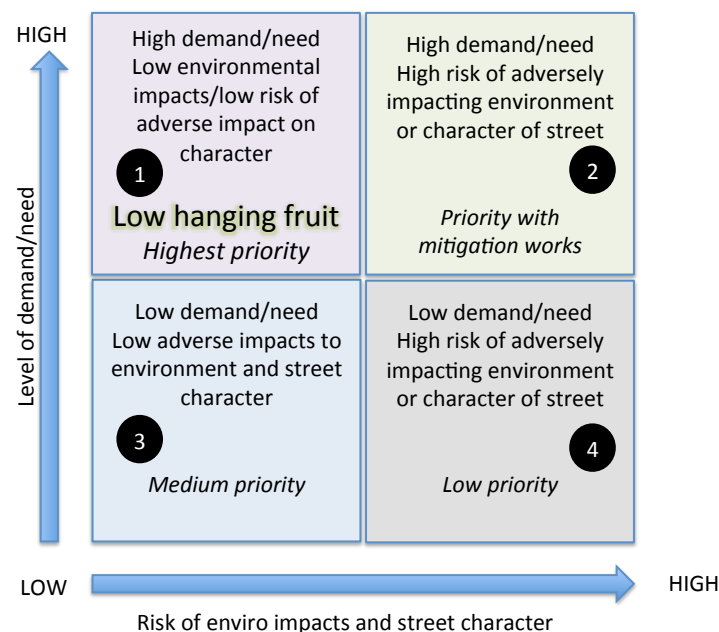
Along the x axis the continuum represents streets character/aesthetics and potential environmental, and the y-axis referring to level of demand. The four quadrants of this matrix suggested a priority order for council.

The highest priority would be streets in high demand, with low perceived adverse impact to street character and environment.

The second highest priority would be streets in high demand, but with high perceived adverse impacts to street character and environment. For these careful mitigation works would need to be considered.

The third highest priority would be streets where there is less demand, but with low perceived adverse impacts.

The lowest priority would be streets with low demand, couple with high perceived adverse impacts.



Criteria relating to the prioritisation of sites for treatment was considered, discussed and then ranked by participants. The criteria that the group agreed to, with the ratings given by the group, who individually ranked each criterion out of 5, were as follows (in order of highest rankings).

- | | |
|---|-----|
| • Busy roads | 4.2 |
| • Proximity to services/facilities | 4.1 |
| • Requests from people with mobility aids | 3.8 |
| • Streets with surface hazards | 3.8 |
| • Important linkages to existing footpath | 3.5 |
| • No footpath either side of street (all other factors being equal) | 3.3 |
| • Requests to pave/not pave | 2.6 |
| • Residential density | 2.5 |
| • Pedestrian desire lines | 2.0 |

Meeting four

Participants agreed during the session that there is little reason to distinguish between the two concepts of environmental impacts and local character. Most participants found it straightforward to identify specific areas of the Bayside municipality that met the criteria determined. One group had a strong interest in circling much of Beaumaris. When challenged, this group saw opportunities to be more specific in terms of area identification.

In regards to the issue of materials for footpaths, participants appeared to appreciate that it is not easy to use alternative materials for footpaths (ie. alternatives to concrete) to mitigate the impact on the local character. This was due to the costs of maintenance and the risks associated with other materials, particularly granitic sand.

During the meeting, people worked with a case study to experience how difficult it is to apply footpath treatments in areas of high demand, but where street character and environmental factors were identified as important to the community.

One small group proposed a solution – they recommended the use of the roadway as a shared space for vehicles and pedestrians, as they didn't want to install a concrete footpath under the Melaleuca trees because of the risk of damage to their roots. They proposed to use pylons as a way to block car parking and treatments of the road to designate it more clearly for pedestrian use. They also suggested that as the road was wide, part of the road could be allocated for footpath.

This group, which doesn't need to be singled out as "small", when the size of other groups is not mentioned, pointed to the widespread successful reclamation of excessive vehicle space in European cities for pedestrians, using pylons or bollards to demarcate the reclaimed already paved area, without intruding into unpaved areas with agreeable vegetated or bare soil surfaces.

Other ideas were generated from groups, such as using stone finishes in cement, and curving paths around trees.

Summary of recommendations/advice to Council

The CWG initially believed that the task was relatively straightforward, but came to appreciate the challenges faced by council with regard to the construction of new footpaths. It became apparent during the first meeting of the CWG, that people whose primary concern was safety and access, and therefore strongly supportive of additional footpaths, were also sympathetic to environmental impacts and street character. It was also apparent that those concerned about perceived adverse impacts were also very sympathetic to those who could not safely move around their neighbourhoods.

While the group fell short of arriving at consensus about whether all streets should have footpaths, the group did agree upon the criteria that should be applied to prioritise where council should next construct new footpaths. This criteria provides an insight to those locations where the provision of a footpath is important. For example, 'busy roads' was identified as the most important criterion highlighting that pedestrian safety adjacent to busy roads is an important consideration in determining those locations where new footpaths should be constructed. Likewise, the second ranked criterion was 'proximity to services/facilities' which highlights that those sites in close proximity to community facilities are important in order to facilitate pedestrian access to/from them.

The group also recognised that it will take many, many years, for the 40 kilometres of unpaved nature strips to be treated and determined that where environmental concerns were low, and demand, according to the following criteria, was high, that these streets should be the next to be provided with footpaths.

• Busy roads	4.2
• Proximity to services/facilities	4.1
• Requests from people with mobility aids	3.8
• Streets with surface hazards	3.8
• Important linkages to existing footpath	3.5
• No footpath either side of street (all other factors being equal)	3.3
• Requests to pave/not pave	2.6
• Residential density	2.5
• Pedestrian desire lines	2.0

This direction will enable council to develop a policy to guide the construction of footpaths for many years. Clearly more work will need to be undertaken to consider how to mitigate undesirable impacts from the construction of footpaths. However, the group consistently reinforced the importance and right of any person, with any disability or mobility constraint, to be able to move safely alongside the streets of the Bayside municipality. The benefits of this were significant; such as overcoming social isolation, safer access, improved connectivity to services and facilities, and less reliance on motor vehicles for short journeys. Health benefits were also identified, as well as making it safer for children aged under 12 to ride to school.

Having natural surfaces to walk along, provided that significant natural hazards have been removed, is a much more enticing prospect when contemplating a journey on foot, as opposed to the use of a motor vehicle, for many people. The benefits for physical and mental health are greater for many people when they can respond to the slight challenges of natural physical texture and variety instead of coping with the grey monotony of endless ribbons of concrete squares, which are much more conducive to depression than natural surfaces are.

Conclusion and where to from here

The CWG worked respectfully and thoughtfully together to arrive at advice for council around footpath connectivity and footpath construction. The advice from the CWG should now enable council to develop a policy, followed by a program of works with a high level of confidence given that such a diverse group managed to provide such cohesive and practical advice.

It is clear that more work will need to be undertaken as to the best ways to mitigate undesirable impacts from footpaths in those areas with environmental concerns. The group generated some initial ideas, but a process of engagement will need to be undertaken with certain local communities with environmental sensitivities, where footpaths are still needed.

It should not be presupposed, in that "process of engagement", that footpaths are still needed everywhere in the style of the past. Despite their touted benefits, the case remains that paved footpaths are not necessarily needed everywhere.

The persistence of that hegemonic mindset would logically lead to concrete footpaths right through our bushland and foreshore reserves and even down to the water's edge, given the lack of firmness of beach sand. The prevalence of "organised beaches" in Europe should make us realise that commerce and the engineering imperative might not make that scenario impossible here.

The Final Report should have a hyperlink to the page on Nature Strips on the website of Beaumaris Conservation Society Inc, which is http://www.bcs.asn.au/campaign_2014a_nature_strips.html

Attachment 1 – Evaluation of the process by participants

1. What have you enjoyed about being part of this process?

MEETING A DIVERSITY OF BAYSIDERS WITH VIEWS ACROSS THE SPECTRUM

I very much enjoyed being part of the collaborative group, and found it fascinating hearing different points of view. I found the mutual respect, even when people's views differed, very refreshing. And I really loved the refreshments!! ... MANY thanks to whoever was involved in producing those!

An insight into workings of local government, which affects all residents.

Hearing various viewpoints on topic; learning about complexity in decision-making processes; problem-solving; meeting other local residents

The opportunity to contribute to developments within BCC; the chance to interact with other residents concerning a particular issue, hear different points of view and understand the breadth of opinion held by different individuals about a particular topic, and; the opportunity to witness and understand the difficulties council faces to resolve what might appear to be simple issues and the process involved in this resolution.

Being involved, being able to contribute / put something back into the community. Working with a group of intelligent individuals keen to contribute. Despite my comments that follow I very much enjoyed the experience.

2. What have you learnt during the process?

COUNCIL CAN SOMETIMES BEAT AROUND THE BUSH WHEN A FAIRLY SIMPLE DECISION HAS POLITICAL IMPLICATIONS

I learnt how controversial the issue of footpaths is in the area, I had no idea this was such a contentious issue! I found the cost analysis in the final session really interesting and very helpful indeed. It answered a lot of questions for me and has explained why the choice for footpath surfaces is so often concrete!

Firstly, that while it may be blindingly obvious, Bayside is very much a community based organisation. Secondly, that on a given topic, a random group of people with a common interest but no technical knowledge, have the ability to contribute by thinking outside the usual parameters. Thirdly that a guiding hand with specialist knowledge will make such process more efficient.

How obstinate some people can be; defining dilemma as non-polar is a good strategy; difficulty in communicating human rights and discrimination related to topic.

That paving of unpaved areas of BCC is not a trivial component of BCC's paving responsibilities; that paving is not a simple black and white issue nor is it economically inconsequential, and; that contributing to community issues in this way can be fruitful, enjoyable and enlightening.

Two thoughts that aren't necessarily about what I learnt. I was surprised that the Council staff / officers had not put together a strategic plan for this issue. It would not seem to be that difficult to do and would have avoided the cost of running the focus group. I felt that the facilitators were too directive, too leading, with the way they ran the group as if they had an outcome that they were pushing for - I would have thought that while the facilitators have to promote discussion and thought that the group should have been able to take its own course more.

3. Has anything changed for you as a result of being involved in this process?

MORE AWARE OF FOOTPATH ISSUES!

I have gained a new respect for Council members who have to face a wide variety of conflicting views! It's easy to overlook that as a member of the public and being able to take part in these discussions has changed my perspective and helped me to understand the complexities of this issue (and no doubt many others!). I confess I thought the subject of footpaths was straightforward ... I no longer do!!

No.

Appreciation of complexity of prioritising items/works

It has heightened my awareness of council issues and reinforced the perception that the democratic consultative machinery results in decisions that benefit the community generally.

Nothing changed.

4. Is there anything that could be improved should Council decide to run another collaborative process?

DRAFT REPORT / SUMMARY OF SESSIONS SHOULD BE PUBLICLY AVAILABLE

I thought the collaborative process was run pretty well. I would have appreciated more opportunity to speak as individuals, rather than always going into small groups - a combination of group and individual contribution would, I think, work even better (as long as everyone manages to have an equal say!). Otherwise, all good.

Don't know

The sessions could probably have gone for an extra 30 minutes each in order to explore some of the issues in more detail, and; perhaps mix up the break out groups so that there was more interaction among individuals with different viewpoints.

First, get the Council staff to look at the issue in detail, come up with a proposal. Then if it is rejected or doesn't solve a dilemma then maybe go to a focus group situation.

5. What is your level of confidence in the concepts/ideas that were developed? (On a scale of 1 to 5, with 1 being not confident and 5 being confident). Why?

I WILL DEMUR ON THIS AS NOT PRESENT AT THE END

I feel reasonably confident about the concepts and ideas of the sessions - although the implementation of such concepts and ideas is always the test! My confidence overall is around 3.5 ... not quite a 4 but that's mitigated by the sheer diversity of opinion on this issue. I hadn't taken into account that there are many who don't want ANY kind of footpath!!

The session three ranking of priorities I rate at 4. Session four rankings I rate at 2.

I would score it a 5. Why? it will give Council some leverage to make decisions to get works started, and Council has some different paving models and strategies now to utilise.

I give this a score of 4. I am confident that the facilitators understood the opinions of the group, that they are capable of developing a policy that reflects these opinions and, that this policy will be effectively communicated to the council for implementation.

I give a rating of 2 out of 5. A few reasons. What the focus group came up with was quite predictable, including the matrix with four quadrants and the list (s) that were drawn up. Thus, the focus group gave back to the Council what they probably had in mind anyway or would have come to the same conclusions. Thus they are probably none the wiser and have no solutions in terms of prioritising footpath development.

Attachment 2 – SUBMISSION FROM VICTORIA WALKS

Background - Victoria Walks

Victoria Walks is a walking health promotion body working to get more Victorians walking every day. Our vision is for vibrant, supportive and strong neighbourhoods and communities where people can and do choose to walk wherever possible.

Our cities, towns, neighbourhoods and urban areas have become largely automobile dependent and less walkable. This has contributed to the emergence of more sedentary lifestyles in which Victorians do not engage in the recommended levels of physical activity. Physical inactivity is a significant factor in the dramatic rise in the levels of obesity and preventable diseases such as Type II diabetes and cardiovascular disease.

Walking-friendly neighbourhoods and urban spaces are essential to encourage and enable people to walk. Walking is associated with positive health outcomes, improved fitness and better physical, social and mental health. Making towns, cities and suburbs more walkable has many health, environmental and economic benefits.

The importance of footpaths

We are concerned that a number of streets in some areas of Bayside do not have footpaths. The importance of footpaths is recognised by the fact that they are required to be provided on the vast majority of streets under the Victoria Planning Provisions.

The importance of footpaths is confirmed by the results of Council's consultation in preparing the draft Walking Strategy. While 'limited or no crossing facilities' was clearly the highest rating issue in the consultation results detailed on page 27 of the Strategy, 'limited or no footpaths' was the third highest rating concern. Given that there are relatively few streets without footpaths, this indicates that it is a significant concern when they are absent. The general valuing of footpaths by the community is reinforced by the fact that 'poorly maintained footpaths' was the second most significant concern.

Footpaths are particularly important to the most vulnerable road users, including children and their parents, older people and disabled people including those using mobility scooters.

The results of the Council consultation are similar to the results of Victoria Walks' research on obstacles to walking for older people, involving a survey of 1,128 Victorian Seniors, set out in Figure 1. 'No footpaths on streets or roads' was the seventh highest rating obstacle, with 33% saying it was a moderate or major

constraint on their walking. Poorly maintained and poorly lit footpaths were the second and third highest rating concerns.

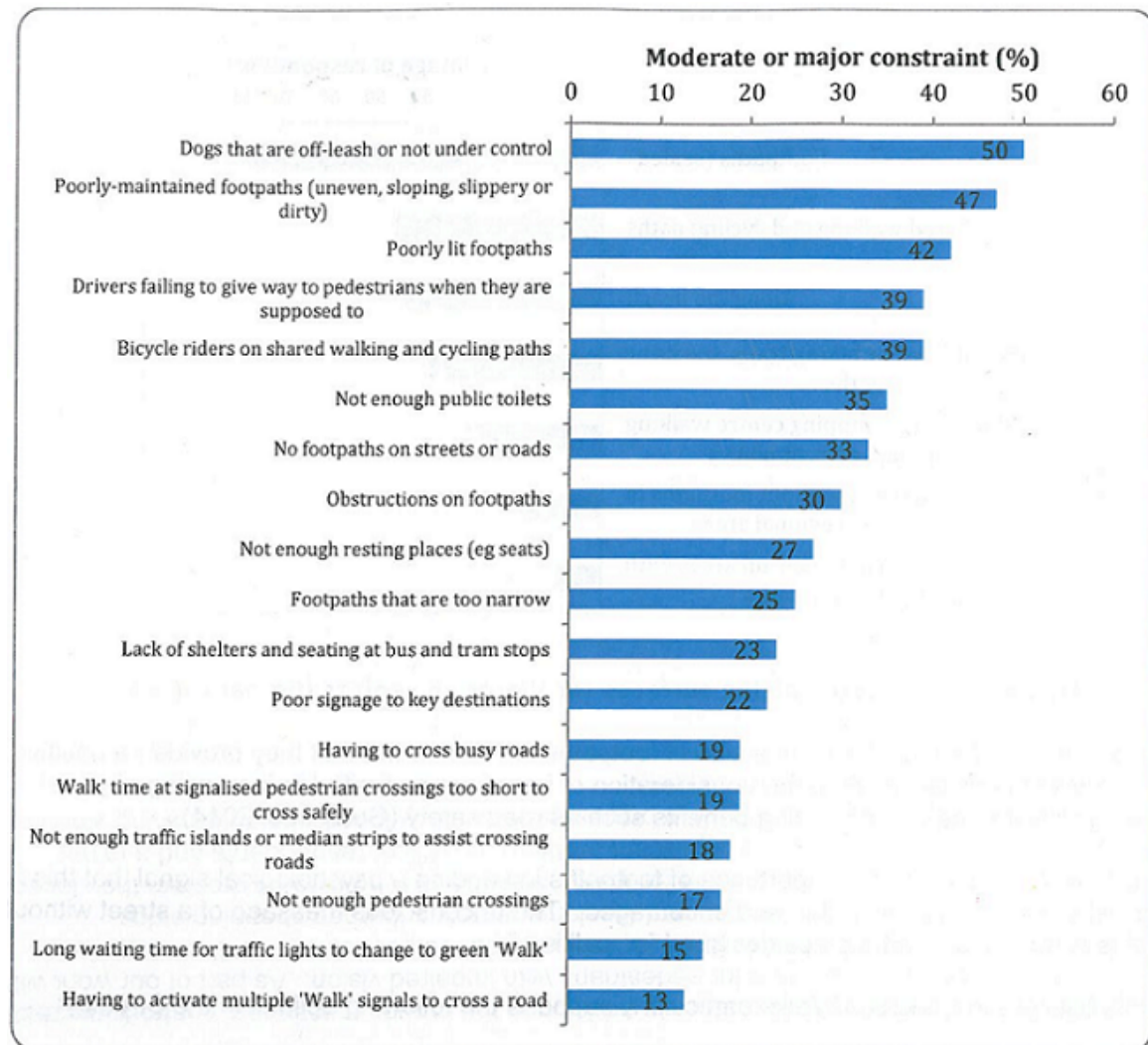


Figure 1: Barriers to walking: percentage of respondents (Victorian seniors) indicating moderate or major constraint to walking (Garrard 2013)

The survey also asked specifically about preferred walking areas and surfaces, with the results shown in Figure 2. In response to this question the results were clear cut – 83% of Victorian seniors preferred walking on sealed footpaths. Streets and roads in built-up areas with no made footpaths were the least popular option, with 11% (respondents could nominate more than one type of surface they were happy to walk on).

Seniors who walk for transport were even more likely to prefer sealed footpaths (88%) than those who do not walk for transport (80%). This highlights the importance of footpaths for seniors, who may become dependent on walking and public transport, to maintain their independent mobility and their everyday lives.

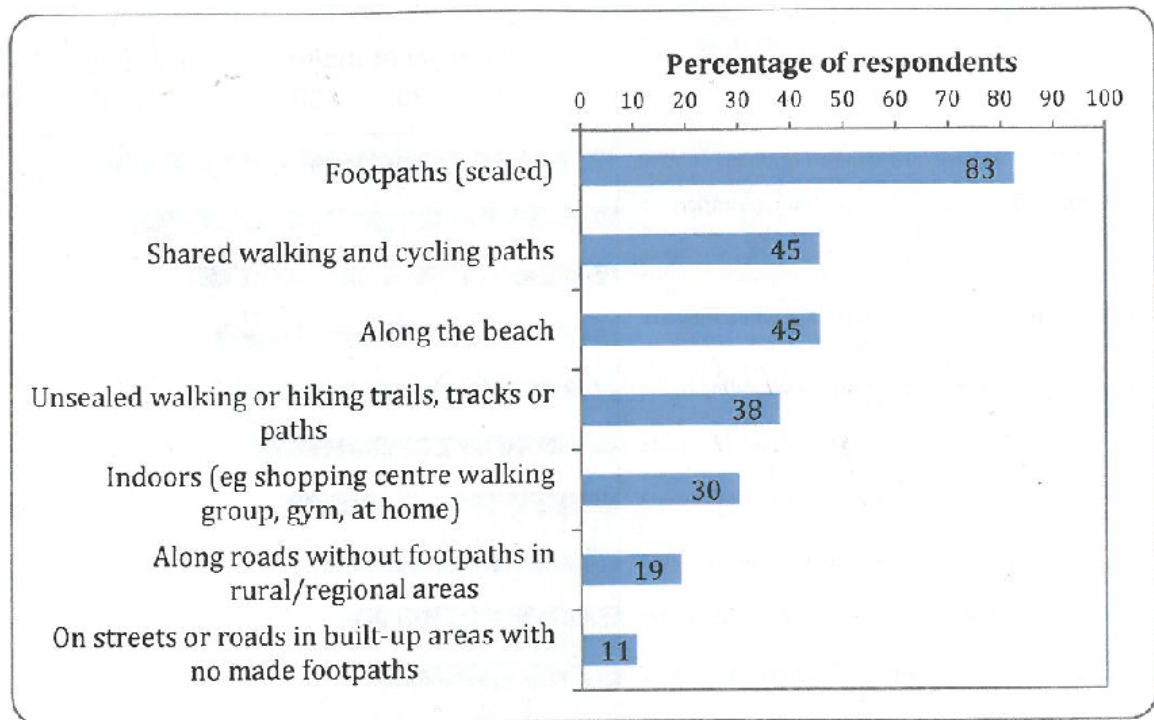


Figure 2: Preferred walking surfaces for Victorian seniors (Garrard 2013)

Detailed analysis of the cost-effectiveness of footpaths in Perth found that they provided a positive return on investment, even when the consideration of benefits was limited to increasing physical activity and health, thereby excluding benefits such as road safety (Gunn et al 2014).

More difficult to quantify is the importance of footpaths in sending a psychological signal that this is a place where walking is desirable and encouraged. The unconscious message of a street without footpaths is that “this is not a place designed for walking.”

The preceding sentence could have been written by an old-style municipal engineer keen, as most of them have been, to keep up a steady flow of projects to justify his budget, and hence his empire.

Whether walking is desirable is - like beauty - in the eye of the beholder. Different surfaces affect us all differently. It is a sad day when humans have been conditioned by municipal engineers more than they have by their own sense of challenge and adventure.

Attachment 3: SUBMISSION FROM KEN BLACKMAN

Bayside and the 'Footpath Gaps'

The issue for me boils down to a tension between pedestrian and disability *access*, and the default position regarding conservation and regeneration of Bayside's *natural diversity*: always prioritise this where possible.

I think there's no sustainable argument to deny that at least one footpath should go in every street. Period. Quite simply, access wins – but crossing a street to use the one footpath seems a reasonable compromise. So one (or two?) footpaths should be rolled out to surfaced and guttered, as well as unmade, streets. That this may be a political problem for some councillors does not change the principle. Frankly, the conservation lobby in this case are over-reaching; I doubt much vegetation is actually threatened by footpaths. I note that, from survey responses, it's clear that most residents *in the streets concerned* clearly do not object to footpaths. And resident opposition takes no account of future possible residents, sudden disability, etc.

However, council should creatively investigate ways to provide access as above, while conserving trees and shrubs, especially – and a 'natural' ambience. For example:

- Alternative surfaces to concrete
- Alternative width, positioning and design of footpaths
- In quiet streets that prefer it, typically cul-de-sacs, ban parking on one side and mark that road strip prominently as 'footpath' (cf. bike lanes)
- ?

Works program priority? Streets with *no* footpath, where resident disability is a live issue, and where community facilities' access is more relevant.

.....

The above applies to streets that are dominantly residential. Others – industrial, or bordering parklands – not addressed.

We are all aware of the odd example of a 'missing' footpath near where we live (as well as examples where an existing footpath is questionable). In reaching the conclusion above, I also visited three pockets of 'footpath-free' streets (inc. some with one) across central Bayside: near Jack and Park Rds. Cheltenham; at Holloway Rd. – Balmoral & Clarke etc; and near Highett and Bluff Rds. All three have at least one school, bus stop, or a cluster of shops relevant to access.

Ken Blackman

8 July 2015

Attachment 4: SUBMISSION FROM RAELENE WEST

Thanks again for the opportunity to participate in the footpath priority consultations. I just wrote this and saw your email so will respond to that asap.

Just some final overview comments from my perspective:

I don't think the overall sample size is that big. I drove around in 1 or 2 hours and was able to get a pretty good idea of all of the sites I marked on the map, and at least get an overview of streetscapes, and that was about half of the sites on map.

Given it will take time for you to collate results, write up report, present to Council, get them to make decision etc, etc, could Council start on one site that isn't as contentious, like Jullian Av Highett just to get things rolling again, otherwise it may be another 6 months before anything even starts.

As I raised in discussion, I do think roads with golf courses on them are a different category. I feel they only need the footpaths on one side, and that the side 'without' the footpath should have native flora planted to revegetate the areas to increase numbers of sites of native habitats in Bayside area. e.g. With local grasses and bush flora.

The crushed rock and sand aren't really adequate surface options for people that utilise mobility aids as the sand becomes wet and sticks to wheelchairs after rain creating a mess, the sand gets potholes and become uneven surfaces, the wheels can get bogged on stones and the stones can make pushing and steering a chair much more difficult.

The example photos I sent where nature strips had been planted out with native vegetation instead of just lawn; that Council offer residents opportunity to install these habitat areas for residents as an incentive to have footpaths installed. Again, this would work towards increasing the numbers of sites of native habitats in Bayside area and restoration of habitat while insuring accessibility or connectivity.

On Park Rd and Reserve Rd there were 2 bus stops on each street that weren't accessible. I don't feel the entire sides need to have footpaths installed, just ensure there is safe-crossing areas and curb cuts, or a small amount of footpath to stop.

Ok thanks again.

Raelene West

Raelene concludes with a good point when she recognises that the entire sides of Park Road and Reserve Road along the golf links frontages do not need to have footpaths installed, but that there should be strategically placed kerb cuts etc.